The Enacting Formula, as amended, was added to the Bill.

MR. CHAIRMAN : The question is:

"That the Long Title stand part of the Bill".

The motion was adopted.

The Long Title was added to the Bill.

SHRI RAMAKANT D. KHALAP : Sir, I beg to move :

"That the Bill, as amended, be passed."

[Translation]

SHRI NITISH KUMAR : Mr. Chairman, Sir, he has not explained as to why the concerned Minister did not come and why he has to move the Bill on his behalf.

SHRI RAMAKANT D. KHALAP: Today is his wedding anniversary.

[English]

MR. CHAIRMAN : Nitish Kumarji, a very convincing reason is there.

[Translation]

SHRI NITISH KUMAR : He will also get the charge of that Ministry.... ...*(Interruptions)* There is no objection in it.

[English]

MR. CHAIRMAN : On such occasion, you should excuse anybody.

The question is:

"That the Bill, as amended, be passed."

The Motion was adopted.

1453 hrs.

[English]

SEAMEN'S PROVIDENT FUND (AMENDMENT) BILL*

MR. CHAIRMAN : Now, we take up item number 11. Shri G. Venkatraman Tindivanam may move the motion for consideration of the Seamen's Provident Fund (Amendment) Bill, 1996.

THE MINISTER OF SURFACE TRANSPORT (SHRI T. G. VENKATRAMAN) : I beg to move :

> "That the Bill to amend the Seamen's Provident Fund Act, 1966, as passed by Rajya Sabha, be taken into consideration."

With your permission, I would like to say a few words while moving the Seamen's Provident Fund (Amendment) Bill, 1996 for consideration and approval. The Seamen's Provident Act, 1966 *inter alia* provides that the Board of Trustees will administer the provident fund. The Director-General of Shipping has been appointed by the Government as Chairman of the Board of Trustees in accordance with the provisions of sub-section (3) of section 5 of the Act. The Seamen's Provident Fund Commissioner is the Chief Executive under this Act.

In the process of implementing the provisions of the Seamen's Provident Fund Act, 1966, certain difficulties have been experienced from time to time, for example, only one bank had been nominated for operation of accounts of the organisation under section 4, maximum scales of pay have been provided in section 7, the fixed rate of contribution has been indicated in section 8 etc. Besides, the Merchant Navy Officers Association have been demanding that they should also be included within the purview of this Act so that Provident Fund Scheme is also applicable to them.

The main purposes of the amendments are.

(i) Bring certain other categories of crew such as master navigating or engineering officer etc. within the definition of 'seamen', (amendment of Section 2(B);

(ii) Allow deposit of the funds with an approved bank instead of SBI (amendment of Section 4 (3) ,

(iii) To streamline employment of officers in the Seamen's Provident Fund Office (amendment of Section 7 (2) and (4));

(iv) To lay down rate of contribution of 10 per cent or such higher rate as may be specified (amendment of Section 8);

(v) Provide for increased penalty for defaulting payments by the employers (amendment of Section 15(3) and 16(1).

In the circumstances, I move this Bill for consideration.

MR. CHAIRMAN : Motion moved:

> "That the Bill to amend the Seamen's Provident Fund Act, 1966, as passed by Rajya Sabha, be taken into consideration."

SHRI T. GOVINDAN (Kasargoda) : Mr. Chairman, Sir, on behalf of my party, I support the Bill. It is a simple piece of legislation to improve the service and monetary conditions of seamen.

The shipping industry in our country is one of the most important areas and it is one of the most potential industries for employment also. The number of training centres has not been increased for a long time. So, I demand that the Certificate Training should be given to more people.

The shipping industry is sick now, because it has not been expanded. More seamen can be employed if our shipping companies are expanded. The Shipping Corporation of India is in no mood of expansion. They are not acquiring more ships.

Then, the Merchant Navy staff also have to be included within the purview of the Seamen's Provident Fund Act.

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* Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 21.2.97

The suggestion of an increase in the rate of interest is also laudable.

The Government is reluctant towards the development of shipyards in India, especially in Kerala. No order for manufacturing of ships or ship repair works are assigned to the Cochin Shipyard. This attitude of negligence should be changed.

With these few words, I support the Bill.

SHRI SAMY V. ALAGIRI (Sivakasi) : Mr. Chairman, Sir, I thank you for giving me an opportunity to participate in this discussion. I support this simple piece of legislation and it can be passed without any controversy. But I want to make a suggestion to the hon. Minister. I want to bring to the attention of the hon. Minister the condition of the country-boat seamen. There are thousands of country-boat seamen in the coastal areas of our country. They have no Provident Fund Facility and their condition is pitiable. They have no support from the Government. So, I request the Government to consider their plight sympathetically and make some provision for their benefit in this amending Bill.

With these few words, I support this Bill on behalf of my party.

MR. CHAIRMAN : The discussion is over. The Minister may reply now. The Minister can give a detailed explanation and reply.

(Interruptions)

MR. CHAIRMAN : I am allowing the Minister to make a long speech for half-an-hour.

SHRI T. G. VENKATRAMAN : Mr. Chairman, Sir, I am thankful to you for having given me half-an-hour. But this Bill does not require half-an-hour. I cannot waste the time of the House.

SHRI NITISH KUMAR : You can take your own time.

SHRI T. G. VENKATRAMAN : The subject does not require so much time to reply.

Sir, some suggestions have been made by the hon. Members regarding increasing the number of Training Institutes and also regarding improvement of the Training Institutes. I would like to say that improvements are being contemplated and I will take into consideration the suggestion for improving the Training Institutes.

As far as the expansion of the Shipping Corporation of India is concerned, we have written to the Finance Minister and we are expecting a reply from him. After receiving the reply from him, the expansion will be made.

1500 hrs.

Hon. Member's suggestion regarding rate of percentage will also be taken into consideration.

The hon. Member has made some remarks regarding Cochin Shipping Yard, for which I wish to submit that there is absolutely nothing to say that I am disregarding the request. But the only problem is the funding. Funding is the only thing which is looming large so far as my Ministry is concerned. If the fund situation is satisfied, I will be able to do some good work.

Regarding Shri Samy V. Alagiri's suggestions about country boats and provident fund, etc., I may submit that they have to form an association and then they have to come to the Government. Only then it will be taken into consideration.

In the circumstances explained above, I request that the Bill be passed.

MR. CHAIRMAN : Mr. Minister, the House would like to know why the amendments have become necessary? Merely, because there were fewer speakers, you please do not confine to those points alone. You are moving some very important amendments therefore the House is interested to know the reasons.

SHRI NITISH KUMAR : You give a detailed statement.

SHRI T. G. VENKATRAMAN : Sir, the Act, *inter-alia*, provides that the Board of Trustees will administer the provident fund. The Directorate General of Shipping has been appointed by the Government as Chairman of the Board of Trustees in accordance with the provisions of sub-section (3) of section 5 of the Act. The Seamen's Provident Fund Commissioner is the Chief Executive under this Act.

In the process of implementing the provisions of the Act, certain difficulties have been experienced from time to time i.e., only one bank was nominated for operation of accounts of the organisation under section 4, maximum of scales of pay have been provided in section 7, the fixed rate of contribution has been indicated in section 8 and quantum of fine and duration of imprisonment have been indicated in section 16. In addition, the Merchant Navy Officers Association has been demanding that they should also be included within the purview of this Act so that Provident Fund Scheme is also applicable to them. In the existing Act, it was essential to amend the definition of seamen so that the Merchant Navy Officers are also covered in that.

As already indicated, the Merchant Navy Officers Association have been demanding that they should be included within the purview of the provident fund scheme. Section 2 (B) provides the definition of 'seamen' which is reproduced as under :

> "Seamen" means a person employed or engaged as a member of the crew of a ship under the Merchant Shipping Act 1958, but does not include a master, navigating or engineering officer, radio officer, medical officer, welfare officer, purser, electrician, nurse, musician, pilot, apprentice or deck barber;"

It is now proposed to include a master, navigating or engineering officer, radio officer, medical officer, purser, electrician and apprentice. It is proposed not to include welfare officer, nurse musician, pilot or deck barber. The main justification for not including these officers is that they are not part of crew of the ship and as such it may not be appropriate to include them under the definition of the seaman in order to provide provident fund benefit.

Section 4 of the existing Act provides that all the money received in the fund should be deposited in the State Bank of India only. This Act was enacted in the year 1966 and at that time banks were not nationalised. In 1969, the banks were nationalised and as such it is now proposed to include all the nationalised banks (banks approved by the Government) as this will facilitate wider banking facilities to seamen.

Accordingly, it is proposed to substitute the words "approved banks" for words 'State Bank of India" in section 4 of the Act. It is also proposed to provide an explanation (foot note) to the effect that "approved banks" means State Bank of India constituted under section 3 of the State Bank of India Act, 1955 or a subsidiary bank constituted under section 3 of the State Bank of India (Subsidiary Banks) Act, 1959 or a corresponding new bank constituted under section 3 of the Banking Companies (Acquisition and Transfer of Undertakings) Act, 1970 or a Corresponding new bank constituted under section 3 of the Banking Companies (Acquisition and Transfer of Undertakings) Act, 1980.

At present, section 7 (1) of the Act enables the Central Government to appoint a Seamen's Provident Fund Commissioner.

Further section 7 (2) of the Act provides that the Central Government may also appoint as many Deputy Seamen's Provident Fund Commissioners on the basis of work load and other officers whose maximum monthly salary is not less than Rs. 600/-.Over the years, scales of pay have already crossed this limit of Rs. 600/- and are bound to undergo revision in future. Therefore, it is proposed to omit the mention of scales of pay in respect of appointment of such officers.

The basic intention of the Act is to provide for appointment of Commissioner, Seamen's Provident Fund, and Deputy Commissioners, Seamen's Provident Fund, by the Central Government only and other officers be appointed by the Board. Section 7 (3) of the Act also provides appointment of other officers like Accounts Officer and Administrative Officer by the Board. Therefore, it is proposed to delete the words "other officers" from section 7(2) of the Act as the same are already covered under section 7(3) of the Act.

Section 8 of the Act provides for rate of contribution being payable by the employer from time to time. The scheme provides for the contribution at the rate of six per cent up to 31st March, 1968 and at the rate of eight per cent thereafter upto 31st December, 1977. The rate of contribution is fixed by the Board of Trustees from time to time and the guiding factor in determination of the rate of contribution is the rate of contribution fixed by the Ministry of Labour under the Employees Provident Fund Scheme. The present rate of contribution is ten per cent. Since the percentage limit of contribution does not remain static, it is proposed to amend this section to provide for percentage of contribution to be not less than ten per cent of the wages paid with effect from 1.1.1978 so that the rate of contribution could be fixed under the administrative instructions issued from time to time depending upon the requirement, and the need to amend it may not arise in future.

Section 16(1) of the Act stipulates that any person, who knowingly makes or causes to be made any false statement or false representation with the intention of avoiding any payment to be made under the Provident Fund, shall be liable to be imprisoned upto six months or would be liable to pay a fine which may extend to Rs. 1,000/- or both. This Act was enacted in the year, 1966 and in the present context, a fine of Rs. 1,000/- has become meaningless and hardly acts as a deterrent. In order to ensure that the shipowners contribute to the scheme and do not avoid any contribution, it is proposed to amend this section so as to provide that the period of imprisonment may be enhanced to one year and the maximum leviable fine may be increased to Rs. 50,000/ - or with both.

The Seamen's Provident Fund (Amendement) Bill was introduced in the Rajya Sabha on 22.12.95 and was referred to the Standing Committee on Transport and Tourism. A meeting of the Standing Committee was held on 17.1.96 in Parliament House. Due to the fact that passenger vessels would be operating on various routes in the country as well as on international voyages, it was decided that nurses and welfare officers who would be sailing on board these passenger vessels should not stand to be excluded from the definition of Seamen. Therefore, the inclusion of nurses and welfare officers within the purview of Section 2 (c) of the Bill was required to be considered.

The Committee submitted its report to the Rajya Sabha on 28.2.96 incorporating the above. Now, the Bill is to be taken up for consideration as Seamen's Provident Fund (Amendment) Bill 1996 and passed in this Session, incorporating therein the suggestions contained in the Report of the Standing Committee on Transport and Tourism.

MR. CHAIRMAN : Shri V. Alagiri Samy would like to know whether some more persons could be included under the definition of 'Seamen' Shri Alagiri Samy, you can specifically say whom you are proposing to be included in this.

SHRI SAMY V. ALAGIRI : Sir, there are thousands of boatmen in our country, but they all come under unorganised labour. They are fighting against the trawler operators. These boatmen go into the sea and would not come back for ten days or fifteen days. Their families eagerly await them because they do not know when they will come back. The Government must organise these country boatmen to give provident fund facility to them. The Government must support them because the guarantee for their lives is questionable. The Government may please consider this.

SHRI T. G. VENKATRAMAN : I do take the suggestion of the hon. Member But I wish to tell him that first let them form an association and then approach the Government with the Articles so that it can approve it.

SHRI MADHUKAR SARPOTDAR (Mumbai North-West) Thank you, Sir. I have been quietly listening to the speeches of the hon. Members on the provision made for the sea employees. My query is whether the service conditions of the persons working on a temporary basis and on a contract basis in the canteen on the sea as electricians and plumbers and as many other categories have been taken into account while introducing these provisions in the Bill. They have been

always engaged on contract. Has this facility been extended to those employees? Besides, there are a number of employees who go for loading and unloading also on sea. They travel along the sea. I would like to know whether such employees have been taken into this category of provident fund and whether they have been extended this facility. A number of people travel on the sea for ten or 15 days and for a number of days they remain away. They are always in dangerous atmosphere. I would like to know whether while extending this facility to the employees in general, it has been extended to such categories of employees also. I would like to know particularly whether the recommendations made in the Standing Committee report have been taken into account by the Government while introducing this amendment in the Bill.

MR. CHAIRMAN : The hon. Minister will let us know what is recommended in the Standing Committee report about this particular category of employees.

SHRI T. G. VENKATRAMAN : A country-boat, as a matter of fact, does not come within our purview, as I already submitted. With regard to the matter which the hon. Member raised, I wish to submit that the amendments have been sent to the Law Department and also to the Labour Department. They are of the view that the amendments should be carried out and none of them has been left out. After all, they are travelling but they do not form the crew of ship. That is the point they have raised. On that legal point, they said that they are not entitled. That is why, this amendment is brought.

SHRI P. NAMGYAL (Ladakh) : My suggestion is to adjourn the House for 15 minutes.

MR. CHAIRMAN : No. We are serious here. Please take your seat. Do you have any doubt about the Standing Committee, Shri Subrata Mukherjee?

SHRI SUBRATA MUKHERJEE (Raiganj) : No.

MR. CHAIRMAN : Shri P. Namgyal, do you have any doubt?

SHRI P. NAMGYAL : I have no doubts.

MR. CHAIRMAN : Shri Nitish Kumar, what is your doubt?

[Translation]

SHRI NITISH KUMAR : Sir, satisfactory reply has not been given with regard to two, three main points raised here. The reply given to the question of Sarpotdarji regarding definition of seaman is not satisfactory. The lives of trained labourers working in the ship should also be given importance. What is the point of objection from the Ministry of Law. Do you accept it principally or not. If not, what would be its impact. Now during debate on this Bill all the Members are not present. Many other Members, who belong to coastal area, would have taken part in this debate if it were to be introduced some other day. We are not from coastal area even then we are not satisfied with it. Lives of all the persons travelling on ship are equally important. Their families also wait for them and pray for their safety. Is there any security, protection and provision of P.F. for them? There is no security cover for people of unorganised sector. Hon. Minister has stated that the people of unorganised sector has not formed any association and not given any representation, thus it has not been considered. It is not a satisfactory reply. The Government should take notice of requirements of the unorganised sector and express its view point towards them. What is the view point and principle of the Government regarding inclusion of these people? You have only read out the written reply given to you. Instead of enlightening us on this matter you have simply read out the prepared speech. You belong to coastal area and should share your experiences with us. We are not satisfied with the reply given. Do you feel satisfied? I have not much knowledge on this subject but on the basis of the points raised here, this legislation seems incomplete. I would like to know about the Government's attitude towards unorganised sector. Secondly do you principally want to provide protection to people who travel with sailor of ship.

[English]

MR. CHAIRMAN : Kumari Mamata Banerjee has got some doubts. She can raise those doubts after this reply.

SHRI T. G. VENKATRAMAN : I quite agree to the points raised by the hon. Member. But the original Act says like this. We are now amending the original Act only. The sub-Clause (1) is there in the original Act. There, it is defined who is seaman. It says and I quote:

> "Seamen" means a person employed or engaged as a member of the crew of a ship under the Merchant Shipping Act but does not include a master etc."

They have explained the categories.

SHRI NITISH KUMAR : Do you intend to change the definition of seaman ? There is a definition of the seaman. You are amending the Act. Do you propose to change the definition or amend the definition of seaman ? That is the question which I am asking now.

SHRI T. G. VENKATRAMAN : I will answer this question.

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : If it is not within the scope of the Bill, the Minister cannot answer. If it is only within the scope of the Bill, he will answer.....*(Interruptions)*

SHRI T.G. VENKATRAMAN : I will answer your question. Please allow me to answer this question.

The amendment is carried out to the Act. What we are amending is the original Act. Already an existing Act is there. The categories which you are describing are not there in the original Act. That is why, I am reading out the explanation. Sub-Clause (1) says :

> "Seaman" means a person employed or engaged as a member of the crew of a ship under the Merchant Shipping Act but does not include a master etc."

Even there, they want to prohibit certain persons as

shipping crew. Therefore, the original Act is there. Now, you are making all these suggestions. You can put them to me and those will be considered. But I cannot carry this out in this amendment because the original Act is there. The original Act does not contain the matters which you are canvassing now. Therefore, what you have stated will be taken into consideration in future but not now.

KUMARI MAMATA BANERJEE (Calcutta South) : Sir, we are not satisfied or we are not convinced with the reply of the hon. Minister because there are lakhs of seamen.

MR. CHAIRMAN : You can put any number of questions. But you do not say that the Minister's reply is not satisfactory. It was a very exhaustive reply. You put the questions and the Minister will reply.

KUMARI MAMATA BANERJEE (Calcutta South) : Why I am asking this question is because there are lakhs of seamen working under the contractors. There are some seamen who come from unorganised sector. I know about it. Specially, in Calcutta, there is a marine centre. I know about that. All over the country, there are some sea-zone areas. Whenever people go from one area to the other area, there is no communication. Sometimes, if the ships are missing, the family members of the crew eagerly wait for the information as to what happened to the seamen. You can bring forward an amendment. That is all right. But can you not take a *suo motu* decision on humanitarian grounds? Can you not take a decision saying that there must be a Board so that the family members get at least the information? They should define the category of the seamen who are working under the contractors and who are in the unorganised sector. They are also the people of this country. Sometimes, they do not have jobs. Sometimes, they get the job. In a year, they get job for three months but for nine months they do not get any job. So, please look into the matter carefully. If you have given notice of a written amendment, you cannot change it now. But you can assure the House about it. There must be some *suo motu* statement, some *suo motu* decision from the Government saying that the Government can do it on humanitarian grounds to save the lives of the human beings.

MR. CHAIRMAN : Mr. Minister, you can answer after all the Questions are put.

Yes, Shri P. R. Dasmunsi.

SHRI P.R. DASMUNSI (Howrah) : Mr. Chairman, Sir, I heard the hon. Minister - his interpretation and explanation on the clause.

Now, as I understand from the overall approach of the UF Government, their total commitment about their policies and all these things is only outside the Parliament. *(Interruptions)*... In line of that I am talking. Their total sympathy for the downtrodden, poor, suffering humanity etc., is outside the Parliament.

Sir, for the last 15 years in the inland water system of India (i) within the territory of India and (ii) for the international borders also - the vessels that operate are not only the large ships but there are other vessels also which carry goods, fish including the fish trawlers who go for hunting. Now, taking all these things into account - I do not know whether you have made any assessment - whomsoever operate in the vessel and go to the boat, three/fourths of them are still considered to be hired or contracted labour without any social security by the Government or by the association or by the companies who look after them.

Even in his own interpretation, the hon. Minister says that 'Seamen's definition also excludes the masters'. The masters are not included. All those who go even in the big ship, are not treated as seamen.

Do you therefore feel that the amendment that you are bringing is a comprehensive one? Do you therefore feel that these amendments will satisfy the cause of the people? If not, why are you pressing for these amendments? You come out with comprehensive approach suiting your Government policy. Why are you doing it hurriedly in a piecemeal manner? That is my question to you.

SHRI MANORANJAN BHAKTA (Andaman and Nicorbar Islands) : Mr. Chairman, Sir, I would like to know from the hon. Minister certain clarifications.

I believe that the present amendment has been brought in relation to the seamen working under the Merchant Shipping Act. If that is so, there are varieties of categories of seamen working with the Government departments, working with many other companies which do not come under the Merchant Shipping Act.

Now, when such a large number of people are there with insecurity of their jobs, what was the need for the Government to come specifically with the piecemeal amendments for the sections of the seamen in the country? That is my first point.

My second point is this. Whether those people who are working under the Government vessels but not on sign-on and sign-off basis. They do not have a CDC but they do work in the vessels and sometimes even in the sea over the vessels. Under such a condition, what is he thinking for them?

Thirdly, there are other categories of seamen working in the Indian Steam Vessel. There are certain other Registration Acts also. But whether they work in a big ship registered under some other Act or whether they are working under the Government registered vessels owned by the Government departments, their working system and the working conditions are the similar. So, when that is so, why is the Government not considering to bring a comprehensive legislation for all those categories of people working in the vessels and working in the mid-sea?

Fourthly, in the Merchant Shipping Act, those people who are working are all on sign-on and sign-off basis and, thereafter, in a percentage of his period of services he will be away from his job. And, there are certain periods for which he is working... *(Interruptions)*

I would like to know from the Minister if he could kindly clarify the position whether all categories of people can be brought under one legislative umbrella, so that all kinds of people will be benefited.

SHRI T. G. VENKATRAMAN : I have got all the sympathies for what the Members have expressed. It is not as though inhumanly I have brought this Bill. What we are concerned with is only the Seamen's Provident Fund where certain anomalies have appeared. This is an Act passed in 1966. We had carried out certain amendments to it which were anomalous and it requires to be rectified by way of an amendment. However, I will keep all the points expressed by my learned friends for consideration at a future date... *(Interruptions)*

I have taken into consideration what he has stated. But I cannot put all these things in this Bill. This Act has been there already. Anomalies have appeared in it. Therefore, for the purpose of rectifying them, this Bill has been brought forward... *(Interruptions)*

MR. CHAIRMAN : All these suggestions will be considered in the future legislation. All the hon. Members may please note that this is a legislation passed by Rajya Sabha. So, the purpose is served by discussing this much

(Interruptions)

SHRI P.R. DASMUNSI : The Minister has given an assurance, Sir.

SHRI T. G. VENKATRAMAN : I said it will be considered. It does not amount to an assurance. It will be considered.

MR. CHAIRMAN : Now we are approaching 3.30 p.m. This is Seamen's Provident Fund (Amendment) Bill Whatever comes under the scope of this Bill only can be considered. All your suggestions will be taken up for future legislation. That is being noted by the Minister.

Anyway, we had a very nice discussion I thank all the hon. Members for their participation. Let us now take up the motion for consideration of the Bill.

The question is:

"That the Seamen's Provident Fund (Amendment) Bill, 1996, as passed by Rajya Sabha, be taken into consideration"

The motion was adopted.

MR. CHAIRMAN : The House shall now take up clause by clause consideration of the Bill.

The question is:

"That clauses 2 to 7 stand part of the Bill."

The motion was adopted.

Clauses 2 to 7 were added to the Bill.

Clause 1

Amendment made:

Page 1, line 4,

for "1996" *substitute* "1997" (2)

(Shri T. G. Venkatraman)

MR. CHAIRMAN : The question is.

"That Clause 1, as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill.

Enacting Formula

Amendment made:

Page 1, line 1,-

for "Forty-seventh" *substitute* "Forty-eighth" (1)

(Shri T. G. Venkatraman)

MR. CHAIRMAN : The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill.

MR. CHAIRMAN : The question is :

"That the Long Title stand part of The Bill"

The motion was adopted.

The Long Title was added to the Bill.

SHRI T. G. VENKATRAMAN : I beg to move :

"That the Bill, as amended, be passed"

MR. CHAIRMAN : The question is:

"That the Bill, as amended, be passed."

The motion was adopted.

MR. CHAIRMAN : Now the time is 3.30 p.m. Let us take up Private Members' Business - Bills for introduction.

Shri Salahuddin Owaisi - not present.

Shrimati Bhavna Chikhalia - not present.

Kumari Uma Bharati - not present.

Shrimati Sumitra Mahajan - not present.

Shri Ashok Kumar Pradhan - not present.

Shri Mangal Ram Premi - not present.

Shri G.M. Banatwalla - not present.

...(Interruptions)

KUMARI MAMATA BANERJEE (Calcutta South) : Sir, we should send this list to the Guinnese Book of World Records.

MR. CHAIRMAN : Item No. 14, Shri Sanat Mehta.